

# Mono County Local Transportation Commission

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## MINUTES

January 12, 2015  
(Adopted March 9, 2015)

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**COUNTY COMMISSIONERS:** Larry Johnston, Fred Stump, Tim Fesko

**TOWN COMMISSIONERS:** Sandy Hogan, alternate John Wentworth. **ABSENT:** Shields Richardson, Jo Bacon

**COUNTY STAFF:** Scott Burns, Gerry Le Francois, Garrett Higerd, Megan Mahaffey, Wendy Sugimura, Paul Roten, Leslie Chapman, Cedar Barager,

**TOWN STAFF:** Haislip Hayes, Peter Bernasconi

**CALTRANS:** Ryan Dermody, Michael Beauchamp, David Chursnoff, Terry Erlwein, David Bloom

**ESTA:** John Helm

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1. **CALL TO ORDER & PLEDGE OF ALLEGIANCE:** Vice Chair Fred Stump called the meeting to order at 9:05 a.m. at the Town/County Conference Room, Minaret Village Mall, Mammoth Lakes, and attendees recited the pledge of allegiance.

2. **PUBLIC COMMENT:** None

3. **MINUTES:** Approve minutes of December 8, 2014, as amended: Page 1, Item 5, next to last line: John Helm stated YARTS uses conventional ~~diesel propane~~. Minutes approved.

4. **ADMINISTRATION**

A. **Resolution of appreciation:** Commissioner Johnston presented resolution of appreciation to retiring Town engineer Peter Bernasconi for his service on LTC (*Johnston/Fesko*. Ayes: ~~6~~ 5, Absent: Bacon.) Bernasconi accepted with thanks.

B. **LTC Commissioner Handbook:** Scott Burns noted Mobility Commission is no longer with Town, made suggested correction, asked LTC to approve. "And the Town's planning and Economic Development Commission..."), Wentworth: add non-motorized review as well p.11 after planning and economic development: final sentence: and the Town's Planning and Community Development Commission and Mammoth Lakes Recreation (*Wentworth/Johnston*. Ayes: 5. *Somebody abstained, but couldn't see who*)

C. **LTC audit report 2013-14:** Finance Director Leslie Chapman praised Megan Mahaffey, who has been on staff for a little over a year. Chapman noticed remarkable improvements, revenue stream, opened new accounts within accounting system and closed others to streamline LTC accounting. Clear audit findings are on record, installation of new finance system of County. Price of audit has been lowered because County is now more organized, attributed to Mahaffey.

Mahaffey walked group through financial statements and overview of Overall Work Program. Correction on page 29: Should be 2014. Fesko appreciated, and Stump reinforced Chapman's comments; noticed that ship is well-kept. Thank you.

D. **Overall Work Program (OWP) 2015-16:** Adoption of OWP will be brought forward in February, by end of month looking at budget, will come forward with budget adjustment for moving forward. Review draft for February. Wentworth: page 40, town and county funding? Mahaffey: funds are allocated by state, some

are Town-specific, some County-specific. Hogan: page 40, p.14 of packet, CEQA adoption? Haislip Hayes explains it is CEQA. Mahaffey: there will be final budget adoption for current OWP in May. No action

E. **Regional Transportation Plan (RTP):** Stump shared that he was impressed with the attention of Bacon and Hogan to this item. Hogan corrected page 22, Gerry Le Francois will go through highlights, Hogan and Bacon comments will be incorporated. Will have new copy going forward. Wentworth: Question on comments? Le Francois will send them to us. Every month will work on admin draft with recommendations; will be draft RTP released to public. Le Francois will send Word version for commenting. Le Francois, Town and County will sit down together and work to make sure is latest corrected version. Will send e version. Scott Burns: previous meeting CAC suggestion was to change parking per SFR, change to three from two, verified with CAC reduce to two rather than three spaces for SFR. Parking standards require Planning Commission and BOS approval. Will require review and approval. Just a recommendation at this point. Hogan: Question on appendices, no need to comment at this time.

F. **Letter to CTC on Convict Lake Road:** Project to rehab 2.7 miles of County road to Convict Lake. Applied for FLAP grant, successful, project funded 88.5% by grant. Match programed through STIP, no general fund impact on County. Status now has gone through design stage, NEPA document certified about a month, CEQA out for comment, period closes this week. Thanks to CDD, Sandra Bauer and Jim Paulus. Trying to get to CTC five months earlier than planned. Invoice next fiscal year. Need CTC approval before approving the project. Would like LTC to approve early allocation. Working with Dermody staff at Caltrans. Motivated to have construction completed this year along with Rock Creek. CTC is in control of. March 25 CTC meeting. Johnston offered to go; Garrett Higerd said needs to see.

**MOTION:** Approve letter with change. (*Johnston/Hogan. Ayes: All.*)

Higerd: County has gone through options for projects that will fit the FLAP mold, as well as look at all projects we have. Can't identify one that is competitive for this grant cycle. Need minimum of 11.44% match, not in STIP cycle to be able to match funds. Doesn't look good, so staff is thinking we do not have grant application. Ready to go for Jan. 30, but good idea for BOS and staff to support other applications: i.e., TOML. Hogan: Talked to USFS? Higerd: Would be difficult for several factors, like County line. Is on radar. FLAP funds are for local agencies with roads that access federal lands. Reds Meadow is longer commitment, as it takes legislation to get that to change. More expedient to get legislators to release funds under current ownership framework; i.e., get INF. Will be expensive project. Hogan: So for now County doesn't have a match. Bodie road? On federal land, however primary traffic is accessing a state park, is not a real clean application for purposes of this grant. Committee of review would not rank very high. Wentworth: County had Digital 395 infrastructure needs incorporated into these projects? Stump: Grant will not fund conduit. Higerd: Have been talking with owners of Convict Resort, not moving forward with that at this time. Is a dirt road that could be used in future for put conduit, when deemed economically viable.

Stump: Originally, FLAP grant to access June Lake swimming beach? Higerd: Other regulatory reasons why it's too late to address. Using state funds predicated on using state-only funds, too late to accept federal funds as part of the project. Working closely with Inyo National Forest on project, but is not the right fit for funds already allocated for match. INF is participating on parts, will look at things that do access INF facilities for cooperation with. Not sure how far that will go. Stump: Need support? Please agendize for this commission. Johnston: What are TOML needs? Something up Shady Rest snowmobile staging area? Higerd: Could be, will double check. Could provide letter of support for application. ESTA was thinking of providing letter of support for staging buses. John Helm: ESTA is competitive but did not want to compete with TOML or County, would be for stage 2 for covered staging area for buses.

5. **COMMISSIONER REPORTS:** **Fesko:** Really impressed to hear about Tesla charging station in Lone Pine at museum, interested to see what they put in. Charging station at Historian Inn in Gardnerville, interesting to see how it works. Interesting to see what Tesla puts, and to see if can get in Mono County. Moving forward very quickly. **Johnston:** Complimented Caltrans on work this winter, maintenance, shoulder work, etc. Chance to see phase 2 dust control in Keeler, was significant dust off lake bed and dunes. ~~\$2 million~~ **\$10 million** project to mitigate. **Hogan:** Thanks to Caltrans for keeping Crestview open; has seen a lot of cars and trucks there, know it is appreciated. Dermody notes snow is also issue with sidewalks, looking at installing snowmelt on sidewalk projects. Asking if commission may support. **Wentworth:** Inyo Forest Plan, meeting in Bishop. Supervisor Corless met with regional planning staff in Vallejo. Collaborative process at meeting in Bishop, will develop collaborative strategy for recreation. **Stump:** Thanked Caltrans

for work on shoulders on 395, brushing shoulders and median strip, deer will be more visible. Also, responded to Sunny Slopes residents' request for brush clearing.

6. **LOCAL TRANSPORTATION:** No items

7. **TRANSIT**

A. **Eastern Sierra Transit Authority (ESTA):** John Helm updated commission on annual route analysis. This provides the means to break down and provide picture of what our services cost on route-to-route basis. Great variation. Breakdown of subsidy on routes that charge a fare. Update annually when numbers are finalized. Internal numbers are ready to use for 2013-14 period. Reviewed factors in report. Have four member entities: counties, towns of Mammoth Lakes and Bishop. Inter-city routes are funded through federal, separate budget, each has its own budget stream. Some routes are split to different entity accounts. Background to explain why it varies year to year. Some costs are clearer, such as bus maintenance. Others are not; i.e., admin costs, which are spread depending on vehicle service hours. How we are applying funds may change from year to year. Cost per route varies between \$45-\$117/hour. Some routes are much less expensive. Conversely, routes to Reno and Lancaster use more fuel and mph, costs are much higher. Some of grant funding that supports these routes may support higher cost components. This benefits all services we provide throughout the region. Lifeline services will not achieve the same return. System wide, return is 24%, actually higher than that. MMSA paid all its costs, and helped with other routes. Stump: Does MMSA save money by contracting with ESTA? Is that something that can be offered, cheaper than a local entity would be? Helm: They have been hesitant to say that ESTA actually saves them money. But they are eager each year to enter into contract for service. Capital improvement is an element that they are saving money in. Stump: Inyo County questions why MMSA gets service for free, but it's not free. Is there data to show a plus for the whole program to have these contracts? Helm: Yes, continual education process. Inyo LTC is seeing the benefits to ESTA organization-wide, from the shuttle service to MMSA and Reds Meadow. Not free, citizens paid for it. Johnston: Need the Mammoth Express to get to Mammoth in time for people to get to work. Wentworth: Is Tesla working on bus? Helm: Not that I'm aware of.

B. **Yosemite Area Regional Transportation System (YARTS):** Nothing to report, some discussion. Connections to rail would be an advantage.

8. **CALTRANS**

A. **SR 108 truck restriction:** Ryan Dermody introduced item. Caltrans is researching truck restriction on 108, which has been an issue for many years. The procedure to implement restriction focuses on Mono County BOS to work with Caltrans. Dermody introduced Terry Erlwein: This will be on agenda for BOS, having an initial discussion with this commission. Erlwein: process involves County taking on some activities that Caltrans would support. An eight-step truck restriction process weighted heavily toward County, Caltrans willing to help a lot, providing data, technical information. County would need resolution and Caltrans would support. Trucks get stuck. Takes three to five hours to get truck unstuck. Affects all traffic. Caltrans has tried things, like limiting truck size, with limited success. Proposing restriction to 30 feet axle. Erlwein shared videos from truck incidents on SR 108.

Questions: Johnston: This side is in our district, other side is in District 10. What happens? Erlwein: What we would do is post restrictions on District 10 side, in conjunction to build truck turn-around on each side. Johnston: What if we restricted it on this side? Erlwein: We would post it on the other side. District 10 does not have problems with trucks getting stuck. Dermody: When posted, would basically prohibit trucks from that side coming over. CHP would enforce. Stump: Could still access from west to resorts? Yes. Erlwein: Would not affect Marine base. Stump: Would they be willing to be supportive? Erlwein: Yes. They would not be subject to the regulation, as they don't use trucks of this size. Stump: They would probably support it. Fesko: They would not have a problem. There is a fiscal/economic impact when people are stuck – people turn around and don't come up. There is impact. Erlwein: Impacts will be analyzed in CEQA, etc. Johnston: Don't want anyone killed from runaway trucks. Erlwein: Will go to BOS next Tuesday to present (01.20.15). Johnston: Don't think we should be discussing this here, due to Brown Act. Informational only. Erlwein shared video.

B. **US 6/Chalfant intersection:** Dermody had meeting with Stump and Erlwein regarding the potential to reduce speeds in Chalfant, also with school superintendent from Bishop. Is a concern regarding bus turn-

around and speeds through the community. Stump asked us to look at potential solutions. Have had some progress on turn-arounds, but not so much on speed limits. Erlwein: What did you need from us? Stump: We understand it would take legislation for speed limits, so we want to look at turn-around for buses. The school superintendent made an offer to create a bus stop in east Chalfant, if there is some way to look at safe routes to schools funding; this seems to be reasonable for district to utilize in west side of community where children don't have to cross. Erlwein: Looking at a couple of ways to do. No safety nexus to get funding to build turn-around. There have been some accidents, but doesn't compete state-wide. Could take a few years to get funding. Maintenance engineers have some funding to do some of this type of work. Stump: Still getting requests from residents to have enforcement to get trucks to slow down to 55. Erlwein: I drive 55 and get mean looks. Mono County CHP has speed trailers, and could do some enforcement. Need to approach CHP directly. Fesko: Don't want to rule out legislative side. Can work with local CHP. Erlwein: Hope people keep anecdotal records. Johnston: Would be a good time to talk to new commander in Bridgeport. Sugimura: Recording anecdotal information – how can we do that in a meaningful way? Erlwein: Needs to be done and presented in an organized way. Doesn't affect calculation of accident rates, but goes to narrative. Somebody has to take charge of recording in believable way. Needs to include specific information, date, time. Needs to be data driven.

**C. Traffic count:** Ryan Dermody introduced David Churnoff, transportation planner. Will try to share each January, graphs depicting how traffic patterns have changed on routes 203, 108, and 395. First graph 395: Four count stations. Ideally, Caltrans will be able to use this data for funding projects. Fesko: Question looking at Silver Canyon 2013, trucks are a high percentage. Would be interesting to have truck data for the other routes also. Hogan: Are there projections for Highway 6 resulting from Tesla? Churnoff: Expect to see big increase coming. Hwy 6 has no four-laning in future, shoulder expansion yes. Truck traffic in future? Johnston: Is website with traffic data? Churnoff: Data online, by each route and count station statewide. Erlwein will send to Scott. Actual physical counts are higher than what's on line. Fesko: Do you look at neighboring states and ask how it will affect this state? Dermody: Yes, look at NDOT and try to be more proactive.

**D. Bridgeport Main Street:** Ryan Dermody: is working with County. Wendy Sugimura thanked engineering office for putting the data together for a monitoring report. Question about performance measures, great project. Cooperation of community and Caltrans to improve the context and ways our streets can be improved. About 1.5 years since striping has been put on ground, initial issues, RPAC worked with Caltrans to stencil back-in only. Since then, we have had great compliance, seems to be working well now. Quick, efficient and fairly cheap way to do it.

Performance standards typically measured by accident rates, traffic speeds, congestion, convenience, and affordability. Speed survey in November 2012 indicated no change in speed through Main Street. The 30 mph may have been a perception, as speeding was actually passing, not speeding. Now is not being used as passing lane. Anecdotally, people still feel traffic is moving too fast. Collisions have been about the same. From traditional measurements, no change to traffic speeds, accidents improved, parking improved. Multi-modal performance measures. No standardized measures yet, attached Dan Burden's information. We don't collect data that speak to the measures. Can be difficult, so we pulled together what we do have. Building permit data, some façade improvements. Public realm improvements: Main Street Plaza flower baskets, benches, etc. Real estate: Anecdotal one purchase affected positively by project. Project is serving as model nationally and internationally, in Caltrans classes. Also have been contacted by Tahoe Regional Planning Agency. This is the data we have, seems like project is achieving the goals set forth in the Regional Transportation Plan...will continue implementation. Continuing public and private cooperation.

Hogan: Great report, compliment to Caltrans recognizing community engagement, walkability, affordability. Burns: Caltrans came to us with opportunity; we can make this project work. We are going for similar grant for Lee Vining. Not going in with any preconceived ideas.

Fesko: Everything lined up. Was due for an overlay, new painting. Delays, but it was luck that everything fell together. Walking, it is easier to cross the street, only one lane to deal with. Change is never easy. Have heard complaints but they have pretty much gone away, people have gotten used to it. Still some don't like it, but in general has met the goals it tried to do. Actually less accidents. Amount of time to back in takes seconds. Hats off, great project, looking forward to future phases.

Johnston: This project Weaverville did 20 years ago. Only thing you don't have basis to say works better is back-in vs. diagonal parking. I think regular diagonal worked just as well. No basis to evaluate whether back-in works better. Is it illegal to front-in park? Erlwein: Yes. Johnston: No way to measure. Overall, project is great, but don't think works better than regular. Erlwein: The state doesn't allow head-in

parking on state hwy. Back-in allows you to have sight distance to pull into traffic when it is safe. More spaces, and is allowable on state highway, realistically, Looks cool, gives more spaces, appears to work. No measurable data to show. Fesko: General flavor for me is that it has worked. Change occurs, resist it, but people have gotten used to it. Hogan: Much safer for bicyclists. Town's Mobility Commission had proposition for Little Eagle, had one person who said it was not going to work. Johnston: You could do the same thing, but no criteria to determine. Fesko: Comment about bike lane, one business in town has bikes for their guests, has more people who want to use now because they have a designated lane.

Johnston: Must be some information someplace about whether this idea of backing in is working, better than head in. Fesko: We just heard from Terry; some information shows back-in better. Erlwein: Can do some more research. Johnston: Is a great project, hope we can do in other communities. Head-in vs back-in? Extra parking is good no matter whether back-in or head-in. Hogan: Most vehicle accidents happen in head-in. Much safer if you have the nose pointed out.

Wentworth: Every time you go to a little town, you see a little thing that gives town its feel. Establish standard that will be done throughout the region.

Sugimura: Important to remember that these are tools in toolbox. Which tools can be applied to this street? We did not have the option for head-in parking. The only way to gain diagonal parking is to have back-in parking.

Stump: If Caltrans developed regulation or legislation for analysis, that is what Johnston is looking for. Erlwein: All determined in California vehicle code. Bridgeport is just paint, at some point can look again and make changes.

Higerd: School Street Plaza project designed so it can be striped in either direction; also just paint. To be consistent in community we also went back-in angle parking there until determined if it is preferable.

Sugimura: Other communities ask; answer depends on the context and design of the road, what are the issues, and figure out what is the toolbox and how to best apply it in the best way. Johnston: Any relation to traffic flow and volume?

**E. Activities in Mono County:** Dermody has received calls requesting maintenance on local highways, newly appointed District 9 maintenance person is Greg Miller. Stump: Question regarding hunting areas on SR 120 when gate is closed, can't use. Dermody: Have issues with recreation behind these gates. Johnston: Would this be an item to discuss in the future? Fesko: Would it make sense to open up, depending on snow, etc.? Dermody: We do have budgetary concerns, etc. Stump: This is something we would like to look at. Wentworth: Also, with drought, would like to see adaptive policy, more adaptability in future. Johnston: How has road salting with brine been working? Dermody: Mike Beauchamp has been here three months, hasn't snowed. In general, brining preapplication mix solution is 23% salt, applied 24-48 hours before storm, prevents ice from bonding to pavement. In general, we are using 1/3 less salt than before. Fesko: Does it really work? Beauchamp: With our limited experience it works well in other areas. Dermody: Has worked well in Tahoe. Also use less cinders.

## **9. INFORMATIONAL**

**A. Tesla investing in Lone Pine:** A Tesla vehicle parked over the holiday at Crowley Lake Store because its meter said it couldn't make it to Mammoth. Store allowed them to use 110, but vehicle had to stay overnight. These aren't just your average plug-in spots. Plug-in post has two plug-ins per unit. Tesla uses particular end connector, all make adapters. Wentworth: Any coordination? Terry Erlwein: Tesla's plan for putting in at strategic locations is shown on website.

**10. UPCOMING AGENDA ITEMS:** ESTA low-carbon transit grant; OWP; introduction of new CHP commander; wildlife collisions; winter closure study (in OWP)

**11. ADJOURN** at 11:45 a.m. to February 9, 2015

*Prepared by Cedar Barager, permit technician/office assistant*